

# Orientation Sweet Dreams

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S10 11.0; 36' LENGTH; 10' BEAM



## Sweet Dreams system that are similar to other DSC Cruisers:

- Furling Genoa – very large and drags across shrouds
  - Anchor – chain and line rode
  - Head – can fill for flush with shower hose
  - Diesel – requires glow plug start for 1<sup>st</sup> start each day  
Normal cruising RPM 2,000 and max 2,200 (*she's not using oil, let's keep her that way*)
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## Sweet Dreams systems that are different:

- Natural Gas Stove and oven does not work
- Separate and manual deep bilge pump – if water sloshes over sole (cabin deck)
- Depth gauge works and reads from sea level. Wind and speed gauges not working.
- Furling mainsail (*not easy - go to next page*)

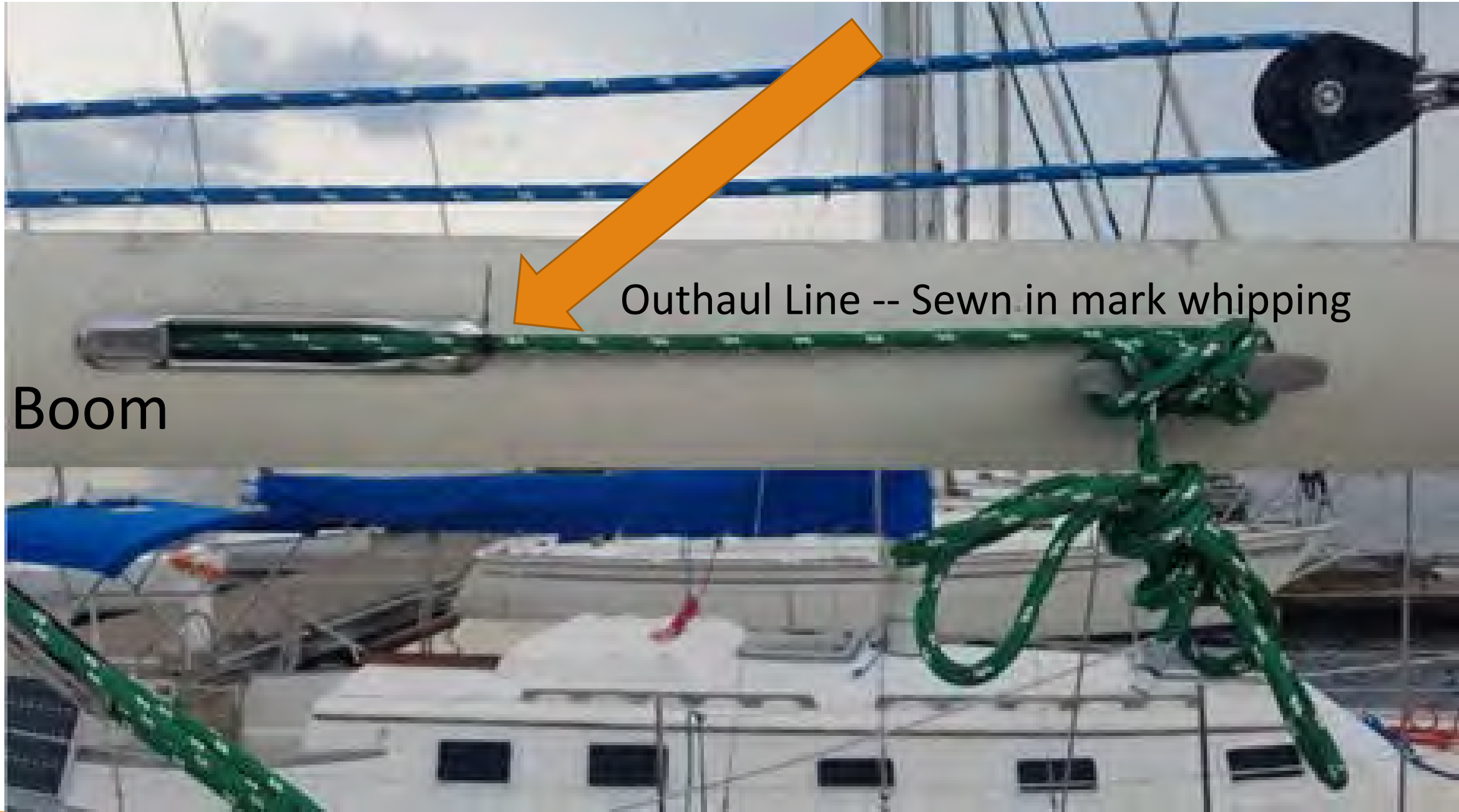


# Deploying the mainsail



*Ratcheting winch handle*





Outhaul Line -- Sewn in mark whipping

Boom







Inhaul Furling Line Driver forward 3 holes showing, line driver toggle to 45 degrees to disengage



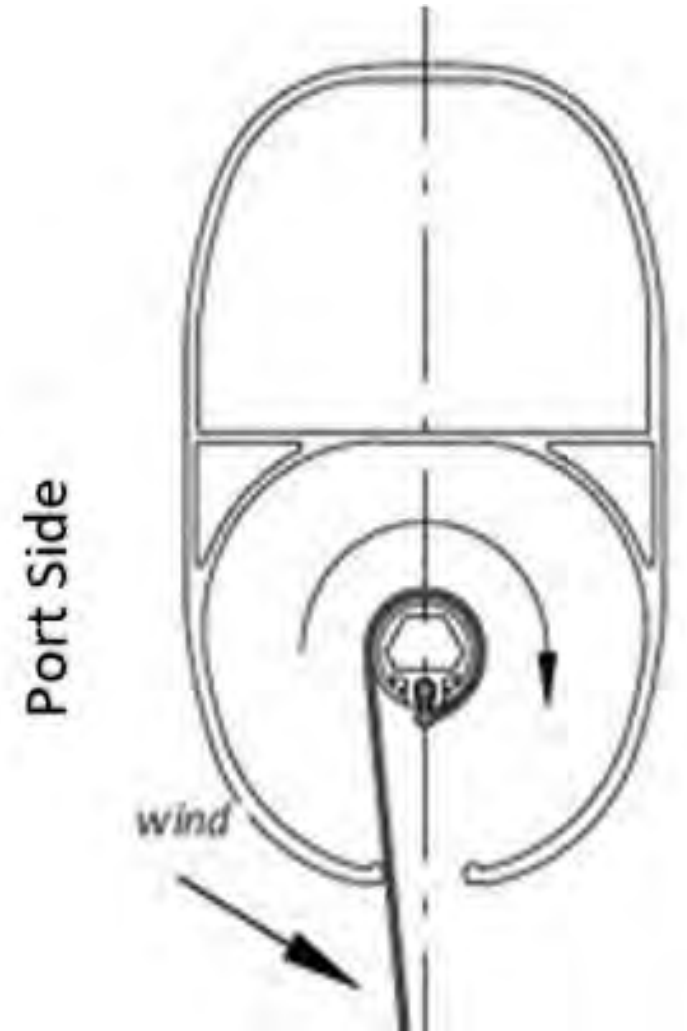
Line Drive Toggle

# Extracting Mainsail

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Point of sail / slight Port Tack to not drag sail across foil slot.

- a) Traveler to starboard side
- b) Ensure there is **NO LOAD ON BOOM**  
(SAIL IS EMPTY)
- c) Outhaul Clutch / locked position
- d) Outhaul / reel-in outhaul line using two-speed winch







Dodger is off in this picture – if it is on, due to clearance problem, you will need to use the ratcheting winch handle.



# Furling Mainsail

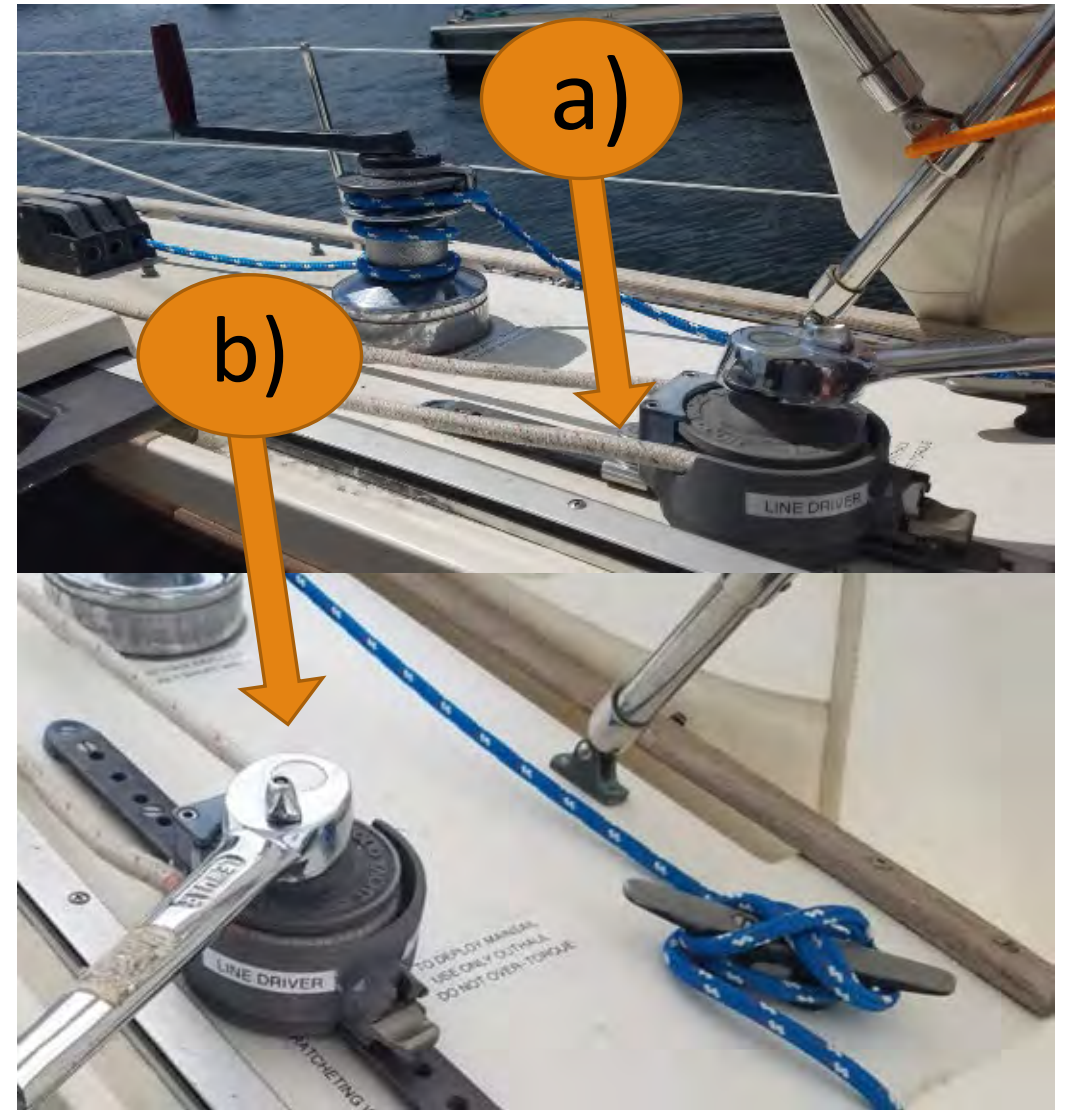
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## Eliminate Resistance – NO LOAD ON RUNNING RIGGING –

- a) Traveler all the way to starboard
- b) Topping Lift set correctly – sewn mark between boom opening and topping lift line (loosen if need when sailing for proper sail shape)
- c) Vang and Mainsheet / make very loose – no resistance
- d) Point of sail / slight port tack – NO MAINSAIL WIND LOAD

## Prepare Line Driver (inhaul winch – never use to outhaul the mainsheet)

- a) Disengage rail pin / reposition aft to the mark – five or six holes showing
- b) Inhaul Furling Line / reel-in clockwise using ratchet winch handle
- c) Take two winds on winch, then unclutch the Outhaul Line and maintain tension while furling.
- d) Watch that sail is not wrinkling – if so, pull out and try again. Sail should roll-in flat to not set wrinkles and damage mainsail
- e) Bury blue sunbrella slightly - leave mostly exposed.



# Reefing the Furling Mainsail

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(reef genoa as you normally do on all the cruisers)

1. Repeat mainsail furling steps
2. Stop furling when sail at desired reef
3. Prevent Unfurling or Slippage
  - a) Inhaul Furling Drive - ratchet toggle / set parallel to deck





## Reefing for anticipated winds 20 knots or greater

1. Always keep up with weather forecast for the day – reef early
2. To prevent unfurling or slippage (unfurling) of mainsail, set the foil pin to lock position that is parallel to deck

**NOTE:** Furling Foil Pin / lock must be unlocked prior to furling mainsail – To unlock – pull, turn, and push in the ring so that it is perpendicular to deck



2)

